FIRST FLIGHT OF TYPE I SYSTEM

Sunday, 12 August 1962

Vehicle: C-123

Altitude: 8,000 to 12,000 feet

MAJOR SUBSYSTEM STATUS PRIOR TO FLIGHT

WORKING

Lens (aft unit known to be misaligned)

Scanner drive (known to be out of spec.)

Film Transport

Roll and Pitch Stabilization (known to be out of spec. and effected by bad bearing)

Roll and Pitch pointing

Isolators

Slits (known to be dirty)

Capping shutter (known to have phaseing error)

NONWORKING

Yaw stabilization and pointing

V/h Sensor

IMC Shuttle

Forward Unit Flash of data chamber

QUESTIONABLE POINTS

Once per camera cycle electrical spike in all circuits

RESULTS

All twelve runs (approximately six minutes each) completed as planned.

Four thousand feet of photographs obtained.

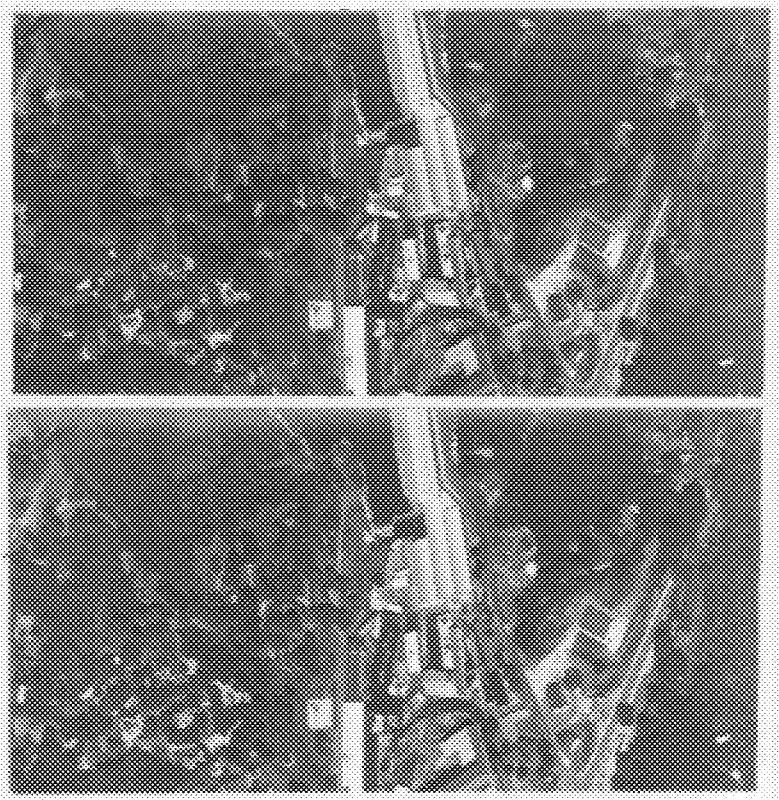
Aft unit flash of data chamber failed.

Small light leaks fogged film during each twelve minute standby between photo runs.

Some small marks (progressively more frequent) on film.

MDR:mb

P-E First Flight
Type I System



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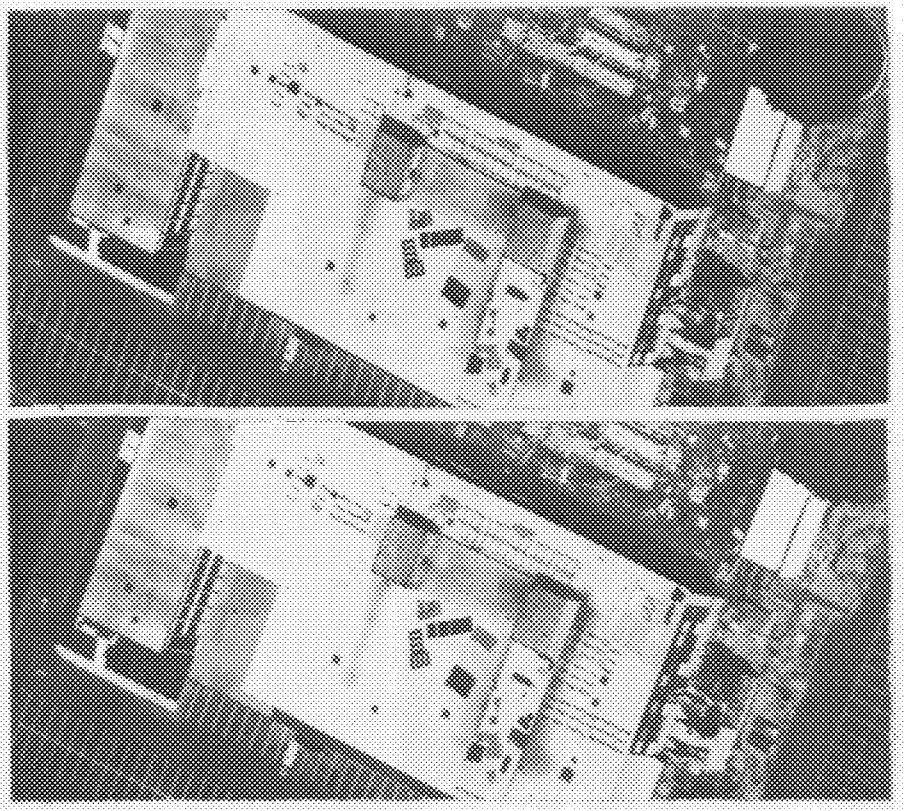

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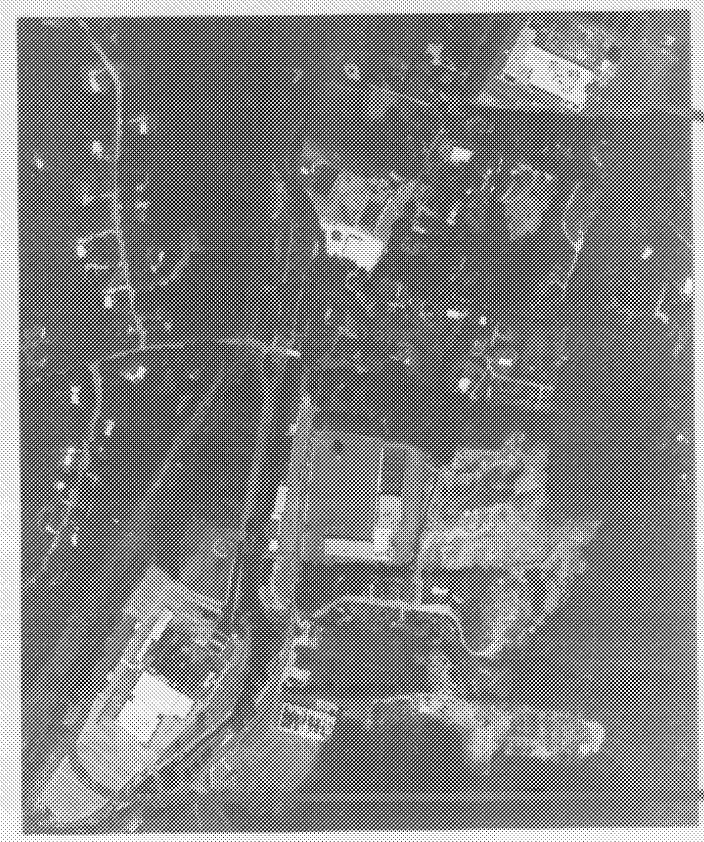
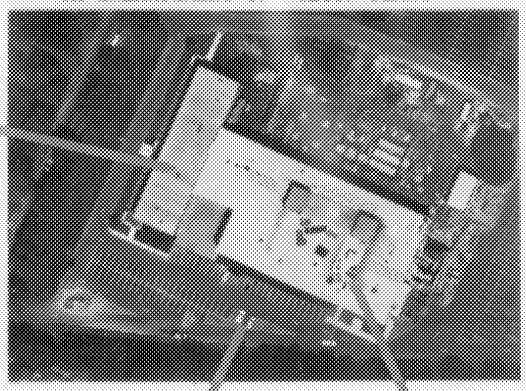
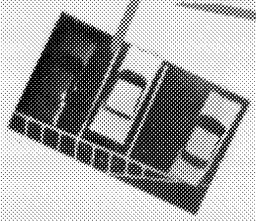


CONTACT PRINT
SHOWING MAIN AVE PLANT
(LOWER LEFT) AND WILTON
PLANT (UPPER RIGHT)

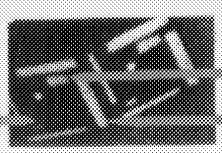
5X ENLARGEMENT OF WILTON PLANT





25X ENLARGEMENT

SECTION OF TARGET DISPLAY
2.3 X ENLARGEMENT



TARGET DISPLAY
105X ENLARGEMENT

110 L/MM

66 CY/MM
SINE WAVE

33 CY/MM
SINE WAVE

133 L/MM
LINE WIDTH = 3 INCH

SECOND FLIGHT OF TYPE IA SYSTEM (LTF-17)

Friday, 12 October 1962

Vehicle: C-123

Altitude: 8,000 to 11,000 feet

MAJOR SUBSYSTEM STATUS PRIOR TO FLIGHT

All working. Known deficiencies were: aft lens misaligned; scanner drive out of spec; stabilization rates out of spec; azimuth (yaw) pointing slaved to C-123 rather than flight track.

Exposure (slit width) control--thought to be operative--was incorrectly wired, and slits were stationary at about 0.1 in.

RESULTS

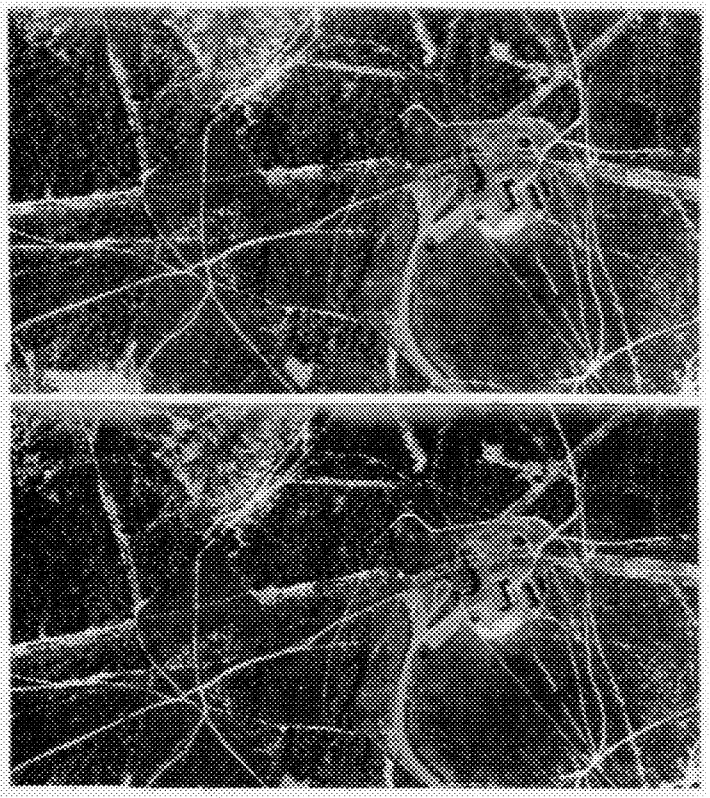
Preflight and 11 runs completed as scheduled; one extra run added and successfully completed in flight. All systems performed reliabily.

4000 feet of photographs obtained. Overexposed due to wiring error (see above); long exposure showed image motion and banding.

Data chamber images overlap slightly. Caging status light on too long. Phasing of cameras not exactly correct.

Small light leaks fogged film during each 12-15 minute standby between each photo run.

MDR:mb



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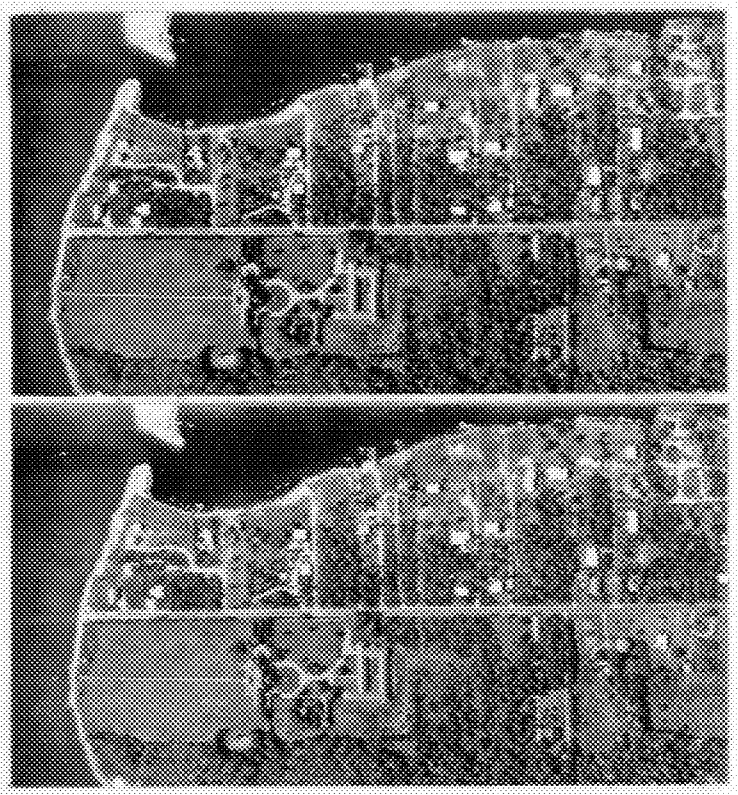

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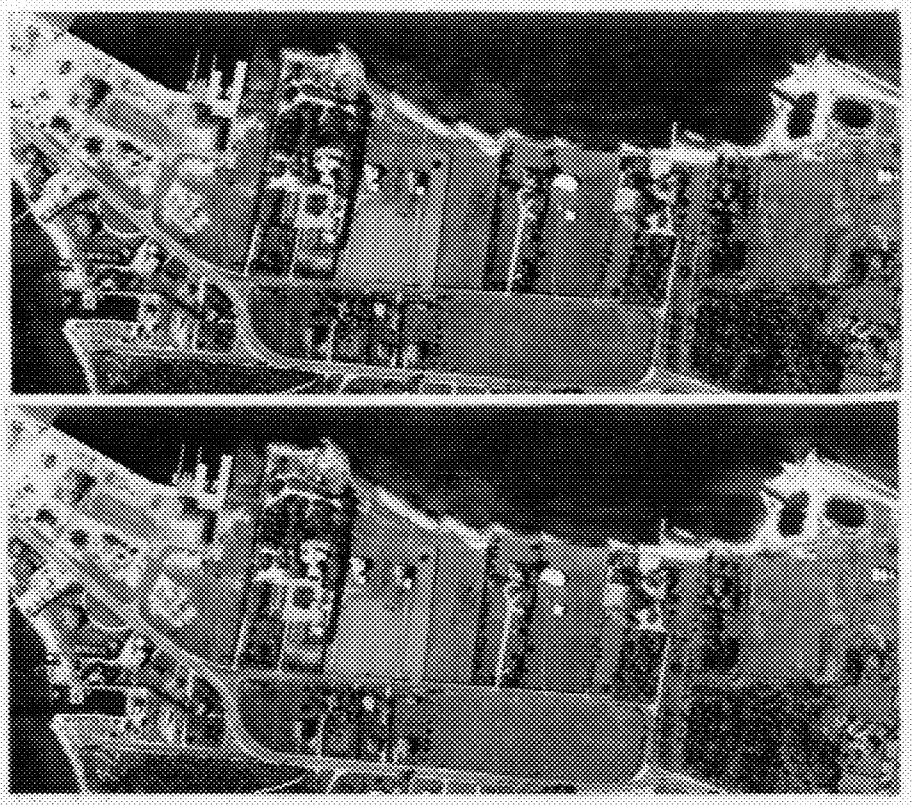

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ATF-4

Friday, November 9, 1962

Vehicle: #3 at Area

Altitude: 25,000 ft above terrain (30K @ M0.9; approx. 36 mr/sec)

SUBSYSTEM STATUS

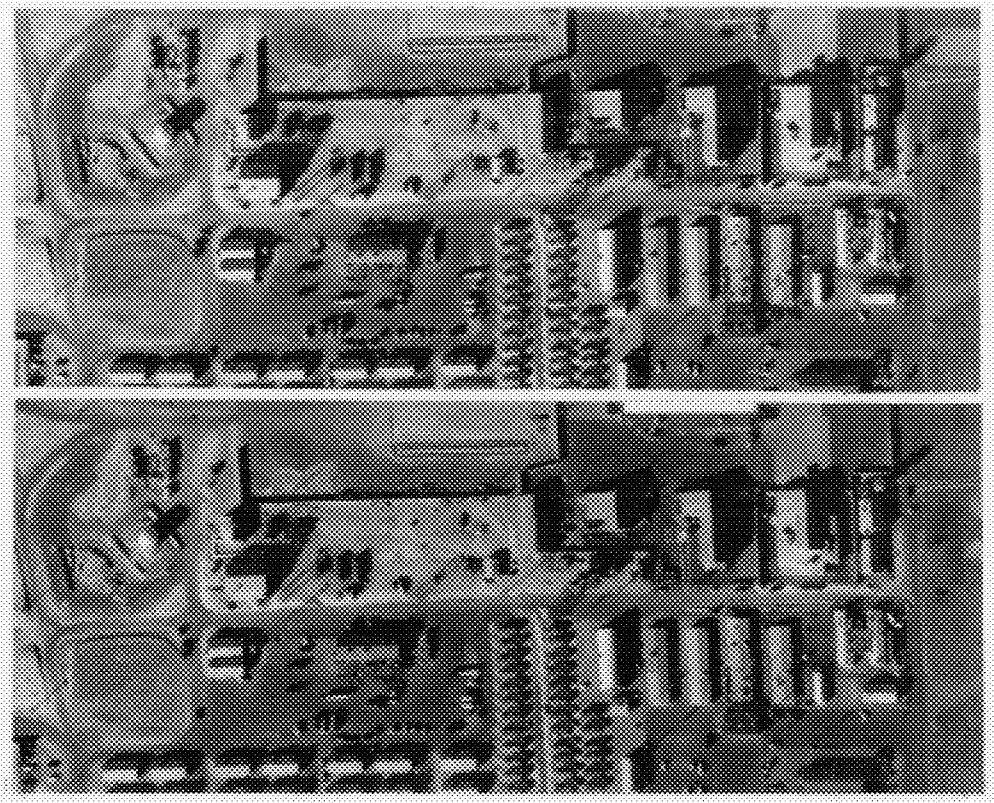
Fixed Shuttle - IMC provided only by film skew angle
V/h sensor disconnected, system run from fixed reference of 36mr/sec.
Fixed slit - disconnected slit drive (pending correction of relay pulse suppression) 1/250 sec exposure
Automatic start up - Operative
Aft scanner - misphased 40° with respect to Fwd (unchanged from previous flight)
Data chamber - inoperative due to human error
Stabilization rates out of specification (no change)
Aft lens misaligned
Refocussed for 25,000 feet above terrain and 1/3 atm air environment
Remainder of system operative including Attitude Sensor and Heading Reference

RESULTS

Preflight and four runs completed as scheduled. All systems performed reliably during 33 minutes operation in Vehicle.

2000 feet of photographs obtained. Exposure correct.

Intermittent static marking probably due to respooling prior to processing.



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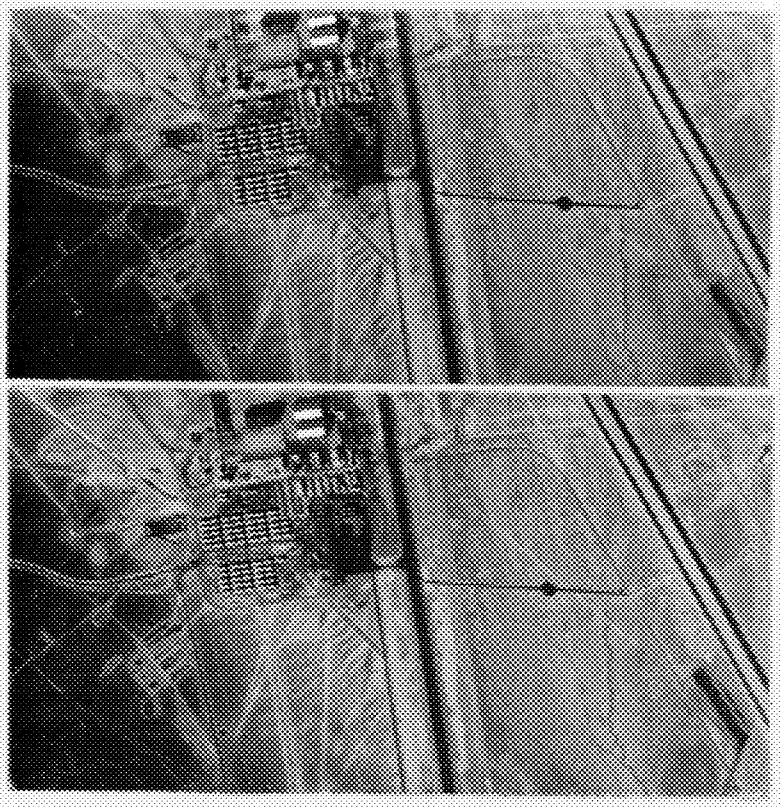

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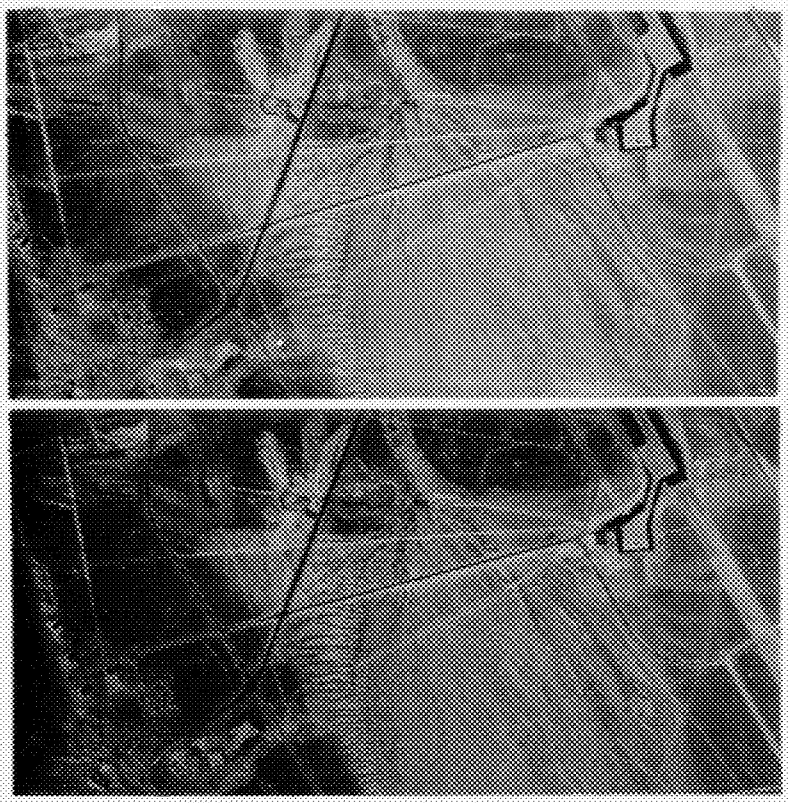

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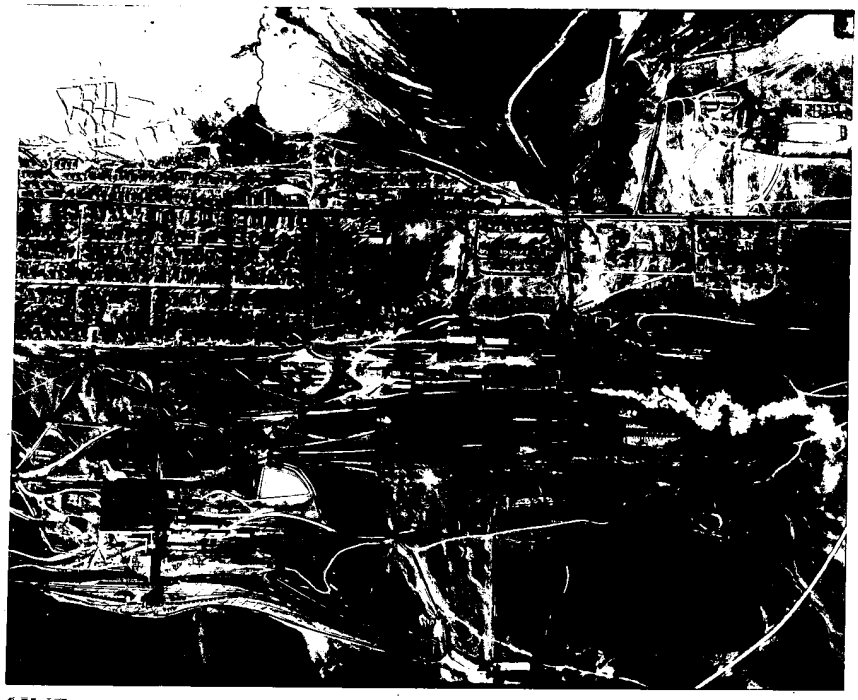

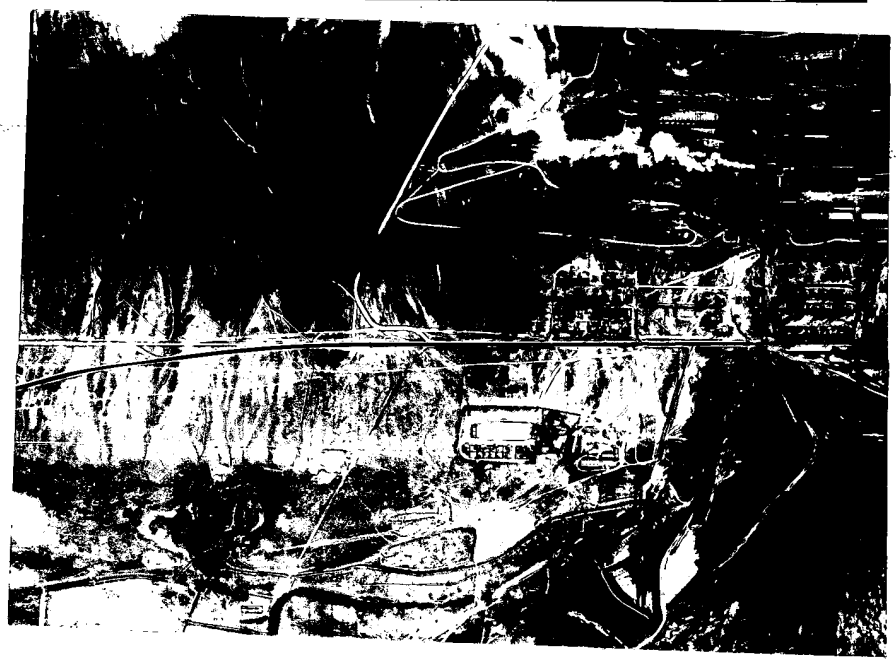

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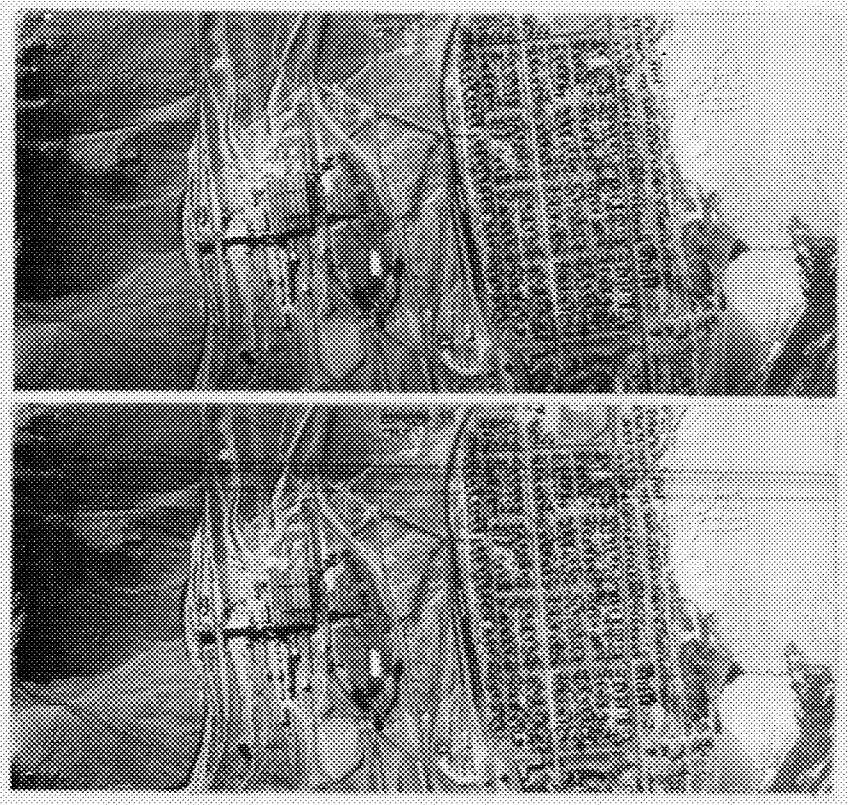
ATF-9

ATF-10

Town of ELY

No information available at this time

January 17, 1963



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